

SAVOY HOTEL.
21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL
in the City. Near to everywhere, and
providing all modern conveniences.

American or European Plan.

Rates \$4 and \$5 per day

Special terms to monthly guests.

Cable address Telephone No. 2,510.

SAVOY **C. A. BIDDLE**
Manager

**INTESTACY CASE AT CANTON.
FINDING OF THE U.S.A. COURT
FOR CHINA.**

LANE, CRAWFORD & Co.

SOLE AGENTS FOR SPALDING'S ATHLETIC GEAR.

SPORTS DEPART.

JUST ARRIVED:

TENNIS RACKETS:

THE "IZ." THE "DOHERTY."
 "GOLD MEDAL." "TOURNAMENT."

TENNIS POSTS. TENNIS NETS.

TENNIS BALLS:

SPALDING'S 1916 CHAMPIONSHIP TENNIS BALLS.

GOLF CLUB SHAFTS. CADDY BAGS.

BOXING GLOVES. PUNCHING BALLS.

BASEBALL GEAR:

BASEBALLS. BATS. MITTS. ETC.

TENNIS RACKETS RESTUNG AND REPAIRED.

LANE, CRAWFORD & CO.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	\$6.00
Return " " " " " "	...	...	...	...	10.00
Single Fare by Day Steamer	...	...	...	...	4.00
Return " " " " " "	...	...	...	...	8.00

HONGKONG TO CANTON.

WEDNESDAY, 1st MARCH, 1916.

8.00 a.m. HONAN
10.00 p.m. KINSHAN.

CANTON TO HONGKONG.

WEDNESDAY, 1st MARCH, 1916.

8.00 a.m. HEUNGSHAN.
4.30 p.m. FATSHAN.

HONGKONG TO CANTON.

THURSDAY, 2nd MARCH, 1916.

8.00 a.m. HEUNGSHAN.
10.00 p.m. FATSHAN.

CANTON TO HONGKONG.

THURSDAY, 2nd MARCH, 1916.

8.00 a.m. HONAN.
4.30 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAL, Tons 1,651. S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 5th MARCH, 1916.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. SUI TAL.

Departure from Macao to Canton on Monday, Wednesday and Friday, at 8 p.m. Departure from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SUI TAL, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINZAN and SANLU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd.

Hotel Mansions (First Floor), opposite the Blake Pier. (122)

TO LET.

A splendid set of OFFICE ROOMS on the First Floor of No. 10, Des Voeux Road Central (above the Robinson Pine Co.), comprising Three Large and Two Small Rooms with Outhouses and Servants' Quarters. The Premises are being thoroughly repaired and renovated. Centrally located in the vicinity of the Banks and Shipping Office. Rent moderate.

Apply to—

MOW FUNG & Co.
10, Des Voeux Road Central.
Hongkong, 18th February, 1916. (302)

TO LET.

TWO HOUSES in "STONEHENGE" No. 2, Robinson Road. Newly decorated and furnished.

Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom.

On the uses and Grass Tennis Court. Shortly available for occupation.

Apply to—

DAVID SASSOON & Co., Ltd.
Hongkong, 22nd December, 1915. (112)

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

WE have This Day REMOVED Our Office and Show-rooms from the First Floor to the Second Floor of 10, Des Vaux Road Central, (Above the Robinson Piano Company).
MOW FUNG & Co.
Hongkong, 1st March, 1916. [330]

TO LET.

NO. 1, TOGO TERRACE, Kennedy Road.
Apply—
LI FUK TSAU,
Care of Messrs. WILKINSON & GIBBS,
2, Queen's Road Central.
Hongkong, 1st March, 1916. [355]

TO LET.

NEWLY-BUILT FLATS, in SAIPHE TERRACE, Nathan Road, also, SIMILAR FLATS in Jordan Road, Kowloon. Rents very moderate.
Electric Light and Gas installed.
Apply to—
KAYAMALLY & Co.,
D'Aguilar Street.
Hongkong, 1st March, 1916. [356]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE.

I HAVE This Day RESUMED CHARGE of the Company.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 1st March, 1916. [357]

NOTICE.

NOTICE IS HEREBY GIVEN that a VACANCY exists in the Canton Pilotage Service, which will be filled by competitive examination in accordance with the General Regulations of the Chinese Pilotage Service.

The Examination will be held at the Harbour Master's Office, Chinese Maritime Customs, Canton, on March 10th, 1916.
Those wishing to sit for Examination should forward their names and addresses to the Harbour Master's Office not later than March 8th, 1916.

ARNOLD HOTSON,
Acting Harbour Master,
Chinese Maritime Customs,
Canton, 28th February, 1916.

Approved:
(Signed) H. F. MERRILL,
Commissioner of Customs. [358]

KWONG WO HING CO., LTD.
(In Liquidation).
Registered in Hongkong.

NOTICE IS HEREBY GIVEN that on the 4th January, 1916, the Supreme Court of Hongkong ordered that the voluntary liquidation should be continued but subject to the supervision of the Court, and appointed CHARLES CLEMENT DUNMAN to be Liquidator.

And NOTICE IS HEREBY GIVEN that on 2nd February, 1916, the Supreme Court of the Straits Settlements ordered that the Company be wound up by the Court, and appointed CHARLES CLEMENT DUNMAN of Singapore, Chartered Accountant, to be Liquidator.

Creditors are requested to send in particulars of their Claims forthwith.
All persons indebted to the Company are requested to pay their Debts to the Under-signed.

C. C. DUNMAN,
The Liquidator,
Care of LOWE, BINGHAM & MATTHEWS,
4, Raffles Place,
Singapore, 17th February, 1916. [359]

NOTICE.

THE Undersigned, having been Appointed Agents for the ESSEX & SUFFOLK EQUIPMENT INSURANCE SOCIETY, LIMITED, are prepared to issue Policies against Fire Risks at Current Rates on approved Foreign and Chinese Properties.
For the NORTH CHINA INSURANCE Co., Ltd.,
S. J. CHINCHEN,
Agent.
Hongkong, 29th February, 1916. [360]

NOTICE.

WE HAVE This Day authorised Mr. FRANK EWART JOSELAND to Sign the name of our Firm in Canton.
DONNELLY & WHYTE.
Hongkong, 25th February, 1916. [362]

NOTICE.

ALL Persons having Claims against Mr. GUSTAV ENGEL, of Messrs. Wm. MEYERER & Co., are requested to file same with the Liquidators before 15th March, 1916.
ALEX. ROSS & Co.,
Liquidators.
Hongkong, 9th February, 1916. [361]

WANTED.

EUROPEAN SHOP, in good centre. Monthly rental \$200 to \$300. Lease if necessary.
Apply to—
NEWLY,
Care of "Daily Press" Office.
Hongkong, 25th February, 1916. [367]

EIGHT PER CENT. MILITARY LOAN.

SECOND DRAWING ON FEBRUARY 20th.

NOTICE IS HEREBY GIVEN that the Second Drawing for Repayment of the Eight Per Cent. Military Loan Bonds, will take place in Peking on February 20th, on which occasion \$1,000,000, worth of Bonds will be drawn for repayment. When the drawing is over, the numbers of drawn bonds will be published in the Government Gazette.
MINISTRY OF FINANCE,
Canton, 23rd February, 1916. [330]

FOR SALE.

RICHMOND HOUSE, No. 145, Barker Road, 27,200 Square Feet of Land, including Tennis Court.
Apply—
HASTINGS & HASTINGS,
Solicitors.
Hongkong, 29th February, 1916. [4]

INTIMATIONS

PONIES! PONIES! PONIES!!!
PUBLIC ROUP.

THE Undersigned have received instructions to sell by Public Roup,
TO-DAY (WEDNESDAY),
the 1st March, 1916, at 3 p.m., at the Fountain, opposite the City Hall,
A LARGE NUMBER OF
WELL-KNOWN RACE PONIES
(Full Particulars from Catalogue).
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 28th February, 1916. [342]

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW OF FLOWERS and VEGETABLES to be held in the Botanic Gardens:
FRIDAY, 3rd March, 2 to 6.30 p.m.
Admission \$1.00
Lady MAY will present the Prizes at 4 p.m.
SATURDAY, 4th March,
10.30 to 3 p.m.—Admission 50 Cents.
3 to 6.30 p.m.—Admission 20 Cents.
The Band of the 74th Punjabis will play on both days.
Tea will be obtainable on the Ground.
The Committee hope that during the distribution of Special or Presented Prizes winners will show courtesy by being present to receive them.
A. NICOL,
Hon. Secretary.
Hongkong, 25th February, 1916. [334]

BLUE CROSS FUND.

HORSES IN WAR TIME.

THE HONGKONG AMATEUR DRAMATIC CLUB

PRESENTS

"THE ANGEL IN THE HOUSE."

A COMEDY IN 3 ACTS,

BY B. MACDONALD HASTINGS

AND
EDEN PHILLIPOTS,

Last Year's Great London Success.

ON SATURDAY, 4th MARCH, at 9.30 p.m.
AND MONDAY, 6th MARCH, at 8.30 p.m.

BOOKING Now Opened at MOUTRIE'S.

PRICES: \$4, \$3 AND \$2.

BLUE CROSS FUND.

Hongkong, 15th February, 1916. [339]

G. B.
TENDERS.

SEALED TENDERS are invited for UPHOLSTERY, DYING, DRY-CLEANING WORK and MISCELLANEOUS ARTICLES for H.M. Naval Establishments for One Year from the 1st April next.
Tenders will be received at the Rear Admiral's Office until Noon on FRIDAY, 10th March, 1916.
Forms of Tender may be obtained on application to the Naval Store Officer, H.M. Naval Yard.
The right is reserved of rejecting all or any Tenders and of accepting any portion of a Tender.
G. L. PLATT,
Naval Store Officer.
Hongkong, 28th February, 1916. [343]

G. B.
TENDERS.

TENDERS are invited for the Supply of LABOUR and LIGHTERAGE for Admiralty Coaling for a period of 12 months certain from the 1st April, 1916.
Forms for Tendering can be obtained on application to the Naval Store Officer, H.M. Naval Yard, Hongkong, and Tenders should be lodged in the Rear Admiral's Office not later than Noon on the 10th March, 1916.
A deposit of One Hundred Dollars will be required from persons Tendering, and will be returned in the event of non-acceptance of the Tender.
G. L. PLATT,
Naval Store Officer.
H.M. Naval Yard,
Hongkong, 28th February, 1916. [344]

G. B.
NOTICE.

ANY EUROPEAN, Non-Aristocratic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.
Hongkong, 10th July, 1915. 77

PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY LIMITED.

SHARE CERTIFICATE No. 2966, dated 6th May, 1909, of Thirty Shares numbered 8115 to 8139 inclusive and 18602/18606 inclusive, standing in the Register in the name of Dr. JOSEPH WHITLEY NOBLE, having been LOST, Notice is hereby given that unless the said certificate be produced at the Office of the Company, 20, Des Vaux Road, Central, Hongkong, on or before the 10th day of March, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 9th February, 1916. [264]

THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 30 Shares in this Company in the name of UEN CHEONG or other Certificate or Certificate in lieu thereof upon Statement that the Original Certificate No. 39, Thirty Shares numbered 7759/7768 dated 10th August, 1910, has been LOST or DESTROYED, and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.
For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,
GORDON & Co.,
General Managers.
Hongkong, 10th February, 1916. [269]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 3755 for Five Shares, \$100 paid up, numbered 3846/50, standing in the Register in the name of EUSTACE ALBAN KENVON, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate is produced to the Society on or before the 18th May, 1916, A NEW CERTIFICATE for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager.
Hongkong, 19th February, 1916. 308



YAMATOYA SHIRT Co.
YOKOHAMA.

REPRESENTATIVE:

K. TAKAHASHI,

RESIDING AT HONGKONG HOTEL.
ALL ORDERS PERSONALLY ATTENDED TO.
Mr. TAKAHASHI goes to Canton on Thursday night, Returning to Hongkong on Monday.
Hongkong, 24th February, 1916. [323]

NEW CARTRIDGES.

BY popular English Manufacturers.
In all Bore and Size.

SMOKELESS POWDER and CHILLED SHOT. From No 10 to .5555. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1916. '89

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 491 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the Battle of Kweilin is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

PRICE \$3.50.

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BARNES & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

INTIMATION



FULLER'S

CONFECTIONERY.

WE HAVE JUST RECEIVED

A FRESH STOCK OF

FULLER'S

CHOCOLATES

AND

FULLER'S

ASSORTED

SWEETS.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

HONGKONG OFFICE: 10A, DES VAUX ROAD, C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 1st MARCH, 1916

GERMANY'S AVOWAL.

FROM to-day, murder on the high seas becomes Germany's avowed naval policy. The mere fact that the German Government has brazenly repudiated the undertaking which it gave to the United States after the Lusitania outrage will mean no difference in the losses which will be inflicted on merchant shipping or in the toll which will be levied on human life, because from the day that the submarine campaign was initiated German submarines have done their worst, utterly regardless of international law or the laws of humanity. Whenever a German submarine has succeeded in eluding the vigilance of the British Admiralty it has wrought the greatest havoc in its power, and if its intended victim has escaped it has been entirely due to skilful seamanship or to the possession of an effective weapon of defence in the shape of a gun of good calibre. These conditions have never been in abeyance, no matter what undertakings Germany may have given. Germany's latest threat may therefore be described as "full of sound and fury signifying nothing," so far as the Allies are concerned.

It simply means that in future there will be no attempt to gloss over crimes, or to pretend justification for them, and the wearisome exchange of "Notes" will, presumably, come to an end. These are the only changes foreshadowed. The issue, is, therefore, placed very clearly before America. She must intervene now, with armed force if necessary, in support of her contentions, or acquiesce in Germany's claims. The notification, handed to the Ambassadors of neutral nations some time back, that it was the intention of Germany and Austria to treat as warships merchantmen armed for defensive purposes after March 1st was merely for the purpose of impressing neutral opinion with a sense of German fairness. Some appearance of support was lent to Germany's contention that she was justified in her acts of piracy by the declaration of

Mr. LANSING, that "the introduction of submarine warfare has changed the status of armed merchantmen, as the defensive powers of submarines are limited even against light guns. Therefore, the right of merchantmen to carry armaments is legally doubtful." This is, in truth, a curious style of reasoning. The right of arming merchantmen is immemorial, and has been established by American as well as by British decisions. Now, however, the time for argument is over. A cable from Washington to-day states that Germany has instructed Count BERNHARDT to inform the United States that the Lusitania assurances apply only to unarmed merchantmen. It is understood that Germany contends that armed merchantmen are liable to destruction without warning and has instructed her submarine commanders to act accordingly. It would be natural to ask how it is proposed to determine whether a merchantman is, or is not, armed before the submarine proceeds to sink it without warning, but such a question would be simply waste of time. America's hand is forced. Her vacillating policy has led Germany to imagine that she may be browbeaten with impunity, and a few days must decide whether or no Germany has misread the situation and added one more to her already long list of diplomatic blunders. German gold has been poured out unstintingly, and the result is reflected in the political crisis which has arisen in the United States. It would appear, however, that at last President Wilson's patience has been exhausted, and that he will insist upon the right of America to travel unmolested in any ships they choose. He has declared his firm opposition to any legislation attacking this principle of freedom. It remains to be seen whether his declaration will be followed by corresponding action. Germany has flung down her challenge, and there is no longer any possibility of evading the issue by protracted academic discussion.

A mail for Europe via Siberia closes to-morrow at 3 p.m.

The Committee of the Territorials' Entertainment Fund acknowledge with thanks a donation of \$10 from "Epsom" and \$5 from "Indicated."

The size of the Chinese newspapers in Peking has been reduced owing to the cutting off of supplies of paper from Europe and the high prices ruling in Japan. At present the Chinese journals in Shanghai are issuing full-sized sheets.

Miss Pitt, of No. 11, Bingham Road, has reported that thieves gained an entrance into the school in Caine Road by climbing through the fanlight and purloined 10 American chairs, and four wooden stools, of the value of \$24.

"Why, the man is as bad as a woman," remarked Mr. Justice Gompertz yesterday at the prolonged absence of a witness who was asked to change into the clothes he was wearing at the time of a stabbing affray on a Blue Funnel steamer. Counsel and jury nodded approval.

At the Magistracy yesterday a Chinese was charged with driving a truck at a reckless speed, and whilst so doing running over and killing a Japanese poodle belonging to a Japanese lady. The owner of the animal said that the dog was worth \$50. Defendant was ordered to pay compensation amounting to \$10.

Apocryphal awards announced in recent Mandates, the decoration of the Most Excellent Grain has long been known familiarly (says the N.C. Daily News) as the "Order of the Thick Ear." The "Single Stork" medal now bestowed on a number of likin collectors might appropriately be called the "Order of the Long Bill."

The following official list is published in the Singapore Government Gazette for the information of traders and others who desire to know what cigar factories in Manila are British, or under enemy influence:—British Factories—La Minerva and La Giralda. Factories under enemy control, management or influence—La Perla del Oriente, Helios, Yebana and La Frutaba.

Inspector P. Sullivan, prosecuting two of the crew of a coasting steamer for importing Chinese copper coins, said the men were caught coming off a sampan, and one of them had \$41 in copper cents, and the other \$16.50. Apparently the men were in the habit of changing these into silver dollars, and when taken to Shanghai they made about 20 cents profit on every dollar. The case was remanded.

A miscellaneous concert is to be given at the Seamen's Institute this evening by the Lyemur Entertainment Club. The concert is being held in connection with the Men's Club.

Mr. A. J. McKenzie has left Kobe for London to join the British forces. Mr. McKenzie, who has been resident in Kobe for about three years, resigned his position in the Hongkong and Shanghai Bank in order to volunteer for military service.

"He has a come-down, walrus-like moustache, and would probably look like a Sikh if the whiskers were there. He has not got a beard; that may be lucky for him or it may not be." This was a remark made by Mr. Jenkin at the Criminal Sessions yesterday in reference to the facial expression of an Indian sergeant.

Arising out a question of procedure at the Criminal Sessions yesterday, Mr. Jenkin, in contesting a citation by Mr. Orme, who appeared for the Crown, remarked that Mr. Orme would find that he was wrong by referring to the Attorney-General in person on the subject. "No doubt," added Mr. Jenkin, "Mr. Orme is anticipating holding that office." Mr. Orme—"I can assure my friend that I have no such anticipations."

A very successful fancy dress ball was held at the Naval Canteen last evening. Invitations had been extended to members of both branches of His Majesty's Services and to civilians, and about 250 attended. The costumes were remarkably varied and original, many of them being of exceptional merit. Mr. Buck, R.N., was the President of the Committee responsible for the arrangements, Messrs. Raffles and Puckett carrying out the onerous duties of M.O's. The music was provided by Mrs. Alderman (at the piano) and Corpl. White (violin). Prizes were awarded for the most original and meritorious costumes, and the judges must have found their task a difficult one. The prizes, which were presented by Mr. Buck, were won as follows:—For originality—Mrs. Oxberry, dressed as a bat; and Mr. Bullen, who was attired in Court dress. Most pretty ladies' costume.—Miss D. V. R. Razayev, who wore an Eastern dress. Most comic, for gentlemen.—Mr. Jacobs, who represented Charlie Chaplin, the cinema comedian.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council is to be held to-day at the Council Chambers. The orders of the day are the second reading of the Bill intitled, "An Ordinance to prevent the use of false passports, and to confer on the Governor-in-Council power to order the internment of certain suspected persons."

THE BISHOP'S PURSE.

In the course of his address to the jury at the Criminal Sessions yesterday in an armed robbery case, the Puisne Judge related a rather amusing story to illustrate a point. The point under consideration, he said, reminded him of the story of the Bishop who was in a big crowd. Suddenly an alarm was given that someone had lost a purse. The police came along, and the Bishop, feeling in his pocket, felt a purse which was not his own. Presumably it had been "slipped" there. A friend who heard the Bishop telling the story asked, "What did you do?"

The Bishop replied—"Well, I thanked heaven I was a Bishop."

OPIUM SMUGGLERS' NAIVE PLEAS.

A Chinese who was charged before Mr. Hazeland with being in possession of 26 tael of opium had the opium tied round his waist when arrested. Defendant said he had not the slightest idea how it got there. His worship—You will be fined \$2,040.
Another Chinese who was charged with unlawfully being in possession of 9 tael of opium, valued at \$81, said he did not know it was Government opium, and added that he had been given \$5 to carry it. A Chinese constable said he saw the man on a ship and asked him what he had in a tin he was carrying. Defendant said it was tooth-powder. A fine of \$810 was imposed, or three months' imprisonment in default.

TYPHOON WARNING.

The following telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory:—
6.30 p.m., February 28th.
Cyclone or typhoon east of the Visayas; Islands, direction unknown.

THE WAR.

ANOTHER GERMAN OFFENSIVE IMMINENT.

ON LAND AND SEA.

ENEMY'S SACRIFICES AT VERDUN.

PILES OF DEAD.

MORE "MALOJA" DETAILS.

GERMANS TO SINK ARMED MERCHANTMEN.

ANOTHER ARMENIAN MASSACRE.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

TERRIBLE CARNAGE ON MEUSE SLOPES.

PILES OF GERMAN DEAD IN RAVINES.

LONDON, February 28th.

The heights of the Meuse, along which the Germans are trying to advance, are seamed with ravines which at present are water-courses. The French trenches and batteries enfilade these, and wounded soldiers who have arrived in Paris state that the carnage among the Germans is terrible.

At many points the dead form huge dams in the ravines, and sometimes the dam breaks and the reddened flood carries down hundreds of corpses.

The French have not been idle. Throughout the battle troop, munitions and artillery trains rushed along the eastern rail way night and day. The consumption of shells has exceeded all estimates, but if the battle ends through lack of munitions the French are confident that the deficiency will be on the German side.

It is now not doubted that the Verdun thrust is "the real thing" at last.

ALLIES AWARE OF GERMAN PLANS.

WILL THE ENEMY STRIKE IN CHAMPAGNE?

LONDON, February 28th.

The *Times* Military Correspondent says the decision of the Germans to put their fortunes to the test will be received with fierce delight by the Allies. He remarks that we know much more of the German plans than the Germans thought, including the appointment of Prince Henry of Prussia to the High Command on sea, thus heralding a naval besides a land offensive. Hence the Allies have not been caught napping. General Joffre never before possessed larger reserves, and never before have they been better placed. Probably the German plan has not yet fully developed. The general idea of the Verdun blow is to attract French reserves eastward, and then the Germans may strike in Champagne or elsewhere with greater force. But it is doubtful whether the main French reserves have been moved, the local reserves on the Meuse sustaining the contest. When the Germans are exhausted, and their hands completely exposed, the time for the Allies' offensive will come.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

GERMANY AND ARMED MERCHANTMEN.

NO WARNING TO BE GIVEN.

WASHINGTON, February 28th. Germany has instructed Count Bernstorff to inform the United States that the *Lusitania* assurances apply only to unarmed merchantmen.

It is understood that Germany contends that armed merchantmen are subject to destruction without warning. Submarine commanders have been instructed to begin their nefarious work at midnight on Tuesday.

[THROUGH REUTER'S AGENCY.]

THE "MALOJA" DISASTER.

MAGNIFICENT BEHAVIOUR OF LASCARS.

LONDON, February 28th.

Two more bodies from the *Maloja* have been washed ashore.

The *Times* Dover correspondent emphasises the coolness of the Lascars, whose behaviour is stated to have been magnificent. Out of the 203 Lascars aboard apparently only 84 have been saved.

FIFTY BODIES.

LONDON, February 28th.

Fifty bodies are now in the mortuary, and several have been identified. Two of the liner's boats have been washed ashore.

Mrs. McLeod, wife of Brigadier General McLeod, is among the dead.

DUE TO GERMAN MINES.

LATER.

The evening papers generally opine that the sinking of the *Maloja* was due to the dropping of German mines.

GERMAN CORSAIR'S ACTIVITIES.

HARSH TREATMENT OF PRISONERS.

TENERIFFE, February 28th.

The *Westburn* left the *Moscow* on the 9th inst., and, when near Cape Verde on the 15th inst., taking a southerly course, the various British captains on board protested, whereupon they were offered the choice of making for the Canaries or for an unknown island. They chose the Canaries.

The treatment of the prisoners was harsh, and they were constantly threatened with bombs. The food was as good as possible.

There is a difference of opinion as to the *Moscow*'s guns, but it is now thought that none is so large as 7-inch.

The Captain and two gunners of the *Clan MacTavish* were detained on the *Moscow* because they worked the gun; also the lascar crew, as well as the Captain and Second Officer of the *Westburn*, on the ground that they made false nationality signals.

During the night that the *Westburn* was at Tenerife the boats belonging to German steamers were busy all night. It is rumoured that they were removing some of the *Appam*'s gold, as well as hand-grenades and stores.

PRIZE CREW ARRESTED.

LAS PALMAS, February 28th.

The German prize crew of the *Westburn* were arrested after scuttling the ship, the Commander and a Lieutenant being subsequently released on parole.

ALLIED STEAMERS SUNK.

LONDON, February 28th.

The French steamer *Trignac* was sunk in the North Sea on Friday. Five of the crew were rescued, but twenty-six passengers and crew are missing. The Russian steamer *Petshenga* was also sunk. Fifteen lives were saved.

Fifteen of the crew of the *Denaby* have been landed at Marseilles by the steamer *Trevellyn*, from Pondicherry.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE DOUBLE INCOME-TAX. INFLUENTIAL CITY MEETING ASKS FOR RELIEF.

LONDON, February 28th.

At a large and influential City meeting, at which the Dominions and India were represented, a resolution was unanimously passed to the effect that, in the interests of Imperial trade and commerce, and the unity of the Empire, it was essential that steps be taken by the Government to enable immediate relief to be given from the double income tax; and that similar representations be made to the Australian Premier and the Overseas Governments.

GERMAN COMMANDANT COMMITS SUICIDE.

LONDON, February 28th.

It is stated in Petrograd that Captain Kanitz, the German commandant at Ker-manshah, committed suicide on the entry of the Russians.

ANOTHER ARMENIAN MASSACRE.

PETROGRAD, February 28th.

An escaped Armenian priest saw 13,000 Armenians massacred at Mush, after the fall of Erzerum.

NEW MEMBER FOR SOUTH TYRONE.

LONDON, February 28th.

Mr. Coote, the Unionist candidate, has been returned unopposed for South Tyrone.

U-BOATS' HUM.

AMERICAN ENGINEER'S DISCOVERY.

SUBMARINES HEARD 20 MILES AWAY.

The *Literary Digest* says:—

A submarine cannot move under water without electric motors. Such motors give out a characteristic hum or "whine," as every visitor to a power-house knows. The recent invention of an American electrical engineer, enables this sound to be heard twenty miles away, so that no German submarine can now enter a French or English harbour undetected. This engineer, William Dubilier, who was to be the inventor of the Allies to detect a submarine system of harbour defence against submarines, describes in the December number of the *Popular Science Monthly* and the *World's Advance*, the steps that led to the invention of his microphonic submarine-detector. He says:

"What was needed was some form of apparatus which would pick up the sounds sent forth by a submarine, not deliberately, but involuntarily. I found what I sought in the weird, shrill hum of a submarine. Others had heard that hum long before I began my experiments. It was taken for engine vibration. But it is much too high in pitch for that, as I found by actual tests. I soon convinced myself that the fine, shrill, almost singing note that can be heard when the Diesel engines are cut off and the submarine is travelling under power derived from her storage batteries is due entirely to her electric motors. The microphone at once suggested itself as a suitable instrument. In my first attempts to detect submarines by their characteristic hum, the microphone was sealed within a water-tight container and the whole placed in the water. The apparatus was a failure. It could not withstand the pressure of water even at five fathoms. The container was crushed. In order that the diaphragm might successfully resist the external pressure, air was forced into the container until its pressure equalled that of the water. The new form of apparatus was much more successful than that first used. Submarines could be heard beneath the water at a distance of five miles and the apparatus stood up well, even at great depths. But it had the great defect of hearing too much. Clearly, some kind of sound sieve was wanted—something that would sift out everything but the singing submarine."

Such a "sieve" was found in a resonator, like a tiny organ-pipe, tuned to the exact pitch of the submarine's electric hum. It picks out just the sound that is sought; and the microphone, which is built on the plan of a telephone-transmitter, then magnifies it so that the ear can hear it. In this way a submarine can be heard under water twenty miles away. A modification enables the position of the U-boat to be detected with great accuracy.

A HERTSFORDSHIRE LEGEND.

Recent storms have caused much havoc to the famous tomb of Lady Anne Graviston, at Tewin, Herts. The legend runs that her ladyship denied the story of the Resurrection and declared that if it were true, trees might grow out of her grave. That actually occurred, and for many years five fine trees were to be seen growing out of the grave. Owing to the storm, only two now remain.

Serbian soldiers have been landed at Salonika and have been quartered in the French camp where they will be equipped.

THE FOKKER.

WHERE IT WINS AND LOSES.

Mr. W. Beach Thomas, special correspondent of the *Daily Mail*, writing from British Headquarters in France, says:—The Fokker has had some conspicuous successes against us, all due to its great speed and to its capacity of firing forward through the propeller, a device now more commonly adopted. The Fokker may be called a super-specialist in a specialist branch. It is a specialist in the one cardinal virtue—speed. It cannot go very far from home because it cannot carry sufficient petrol; but it can dart from its retreat and secure its prey with the rapidity of a snake's stroke.

It is especially suited to the form of warfare that the German has recently practised. It is no Chivalric knight to say that our airmen have driven the German from the home seas or aerial waters. We have shown more of the battle spirit and better airmanship, just as our seamen did in the Spanish wars. Possibly, also, the German has deliberately put himself on the defensive, for economy's sake. However this may be, the German policy needed defensive craft, and they have found a type that is as good as the best, for the moment.

So much for the German. Now for our own virtues. Our successes in the air, like our successes under the sea, have been greater and more various than the tale of them. It has been the constant policy of the Army air service to claim nothing that was not "in the bag," gathered and accounted for by certain evidence. We have said nothing about the "towered birds" that may have fallen somewhere. Our airmen, as part of the daily routine, make long reconnaissances to Belgium and even to Germany. They supply to the enemy a continual target which gives plenty of practice to the German "Archies" or anti-aircraft guns on the ground or from balloons.

But the distinction to note is that there are two kinds of craft, one designed for long flight, the other for fighting; and our task is to see to it that we have the best craft in each section. Already the principle of conveying the long-flight airplane, of giving them a guard of warplanes, is recognised and is being adopted. Indeed, the pilot of one of these convoys, a famous airman who must be nameless, has just won perhaps the greatest individual feat of the war at the expense of three Fokkers and one Albatross.

I am permitted to give from official sources some of the details of this dashing series of successful engagements, won in spite of the immense speed of the enemy. A British airplane went forth on reconnaissance accompanied by what the Germans call a battleplane. The two had just passed out of sight of their own shore when two of these rakish Vikings shot to pursue them. The British battleplane, which was flying high above the plane it was conveying, dived at once to the attack. The duel was over in a minute after the two engaged, and the Fokker "nose-dived" out of control some 6,000ft. One enemy was accounted for.

The other had used the interval to secure the upper position. It was above and behind the fighters. But our airman rose like a hawk after a second heave, managed to soar above the Fokker, and at a range of about a hundred feet sent him, as it were, to the bottom. This second victim also nose-dived, and the hawk pursuing saw his opponent land with a bump in a ploughed field. The airman's motto might be "Wither's famous line." "The more he makes wing he goes power," and soon this fighting airman, in accordance with the principle, had climbed back to 10,000ft. or more. Then another sail was sighted, and as soon pursued as seen. It was an Albatross in pursuit of one of our scouts. The enemy fled, but was caught and engaged and hit, and last seen sinking in an apparently crippled state behind the fringe of a wood.

Not even yet was the day's fighting over. On returning to our lines the battleplane found a Fokker, doubtless trusting in its superior speed, hawking among a group of several of our airplanes. Bug-son hawk met hawk. Battle was engaged at some 70ft. Two shots were observed to take effect on the Fokker, who "was last seen nose-diving steeply 3,000ft. below." So fell three Fokkers to one gun in one day; and others have gone the same road. The prayer of such fighters is that more of the German reconnaissance machines would venture within range of our lighter and faster craft. But they prefer the neighbourhood of their own line.

LAND AND SEA POWER.

THE SEA THE PRESS BUREAU OF NAVAL HISTORY.

Mr. Julien S. Corbett, addressing a meeting of the Historical Association at University College on "The Teaching of Naval and Military History," said that naval and military history should never be taught apart, for neither could be understood without the other. For the Army the question in many cases was "What can the Navy enable us to do?" and for the Navy, "What does the Army want to do?" So persistent was the recurrence of this combined work of the Army and Navy that it seemed a presumption almost that there was underlying it some special feature of our genius for war.

Mr. J. Callender (Royal Naval College, Osborne) said that when this war broke out there were two great engines of war—the German Army and the British Navy. The German Army failed, but the British Navy succeeded. What was an island? The old books said it was "a piece of land entirely surrounded by water." It was different now. An island was "a piece of land entirely surrounded by the British Fleet." Everybody knew what a Press Bureau was. It had taken away from warfare a great deal that was necessary for an intelligent understanding of the work of the Fleet, as well as a great deal that was picturesque and went to make warfare a glorious thing. From the days of Henry VIII. the Navy had always been subjected to a Press Bureau—the secrecy of the sea; and that was why so little was known of naval history.

VON PAPEN "HELD UP" BY BRITISH WARSHIP.

INCRIMINATING DOCUMENTS SEIZED.

CHEQUES FROM GERMAN U.S. EMBASSY.

The "incredible stupidity" of Captain von Papen, the expelled German military attaché at Washington, in supposing that the British safe-conduct also applied to his criminal correspondence, has excited great hilarity in America.

While on his way back to Germany in a Dutch liner Papen was "held up" at Falmouth in the British Navy's best and politest manner.

There is not the slightest doubt that when he was accosted at Falmouth he was under the fond illusion that a "safe-conduct" covered fully not only himself but also all his belongings. The correspondence, he carried with him was not hidden away, and some of the letters were in his pockets. When "detained" he flourished his safe-conduct and demanded to be allowed to proceed unmolested on his way.

He was politely informed that in the present distressful circumstances of war a safe-conduct applied only to his body and absolutely nothing else. The fact that he would be allowed to proceed on his journey wearing his clothes was entirely due to the grace of the British Navy. Whereupon he used—in the very best English—some extremely uncomplimentary language. In a word, he was extremely angry, and it was with very bad grace indeed that he finally handed over the documents.

The papers, according to the Associated Press cable, show that Papen made frequent payments to persons charged with being responsible for explosions at munition works and bridges in America, and for at least one spy, the man Kupperle, who committed suicide in Brixton Prison.

Several large payments were made to Papen by Count Bernstorff, the German Ambassador, but most were for salaries or allowances. In January 1915 an entry shows that Papen gave £140 to Horn, the man convicted of blowing up the Marine bridge. On the day before this cheque was issued the German Embassy paid £400 into Papen's account. At the same time Papen gave a cheque payable to Amick and Co., New York, with the name "E. Kupperle" in brackets on the counterfoil.

Another counterfoil shows that about two weeks before the Seattle explosion Papen sent £100 to the German Consulate at Seattle. In January he received approximately £1,280 and paid out £1,000.

A letter from Mr. R. von Moysenbug, the German Consul at New Orleans, to Papen runs:

"I do not suppose that you are very unhappy at being able to shake the dust of this unfriendly country from off your feet. What chiefly offends me is that in always giving way to the Government here we have never found that they are kindly disposed towards us. May the day of reckoning also come here, and our Government find again that iron determination with which alone one can make an impression in this country."

SEEN AT THE PRESIDENT.

A letter from Dr. E. W. Meyer to Papen says: "The Austrian Note is, of course, matter for general quiet enjoyment, and the whole business can scarcely be taken tragically. The President this time has talked a bit too big even for those who blindly support him."

"I think I am speaking in the name of all when I express to you the thanks of us all for your faithful vigilance and unremitting labours under most difficult circumstances, and to this I add my own special thanks for your attention to my little proposals. I gladly comply with your proposal to send a line from time to time, and it will be very pleasant to receive one from you occasionally, especially if by proposal you mean such as could be discussed with some gentleman of the German house of Columbia University. I am keeping an eye on the matter especially mentioned."

A letter from the well-known Bernhardt to Papen, written in April, deals mainly with the publication of Bernhardt's articles in America, as "wanted" by the German Foreign Office. One was to appear in the *Chicago Tribune*. He adds: "England's interference in American trade will also not fail to have a certain effect. I think, however, that, especially in the west, where I expect there will soon be a big attempt to break through, we have serious, difficult times to look forward to, but I confidently believe that we shall successfully overcome them."

SECRET EXPENSES.

A letter from Dr. Albert (the man who lost his papers on the New York Elevated; the papers showed that he was one of the discharging agents of the German conspiracy), written from San Francisco, bears no date:

"How I wish I were in New York, and could discuss the situation with you and B. E. (probably the naval attaché, Captain Boy-Ed). Many thanks for telegram. The 'Patron' also telegraphed that I was to continue the journey. So we shall not see each other for the present. This time I suppose matters will move more quickly than in Dumba's case (the expelled Austrian Ambassador). I wonder whether our Government will respond in a suitable manner. If you should leave New York before my return we must try to come to some agreement about pending questions by writing. Please instruct Mr. Amannschel as precisely as possible. You will receive then in Germany the long-intended report of expenses paid through my account on your behalf. I shall be very thankful to you if you will then support the question of the monetary advance which you know of, although I know that I was mistaken in my opinion that I acted as your representative and according to your wishes."

It is understood that photographic copies of the letters and of Papen's pass-book and counterfoils will be forwarded to the United States Government.

NAVAL SUCCESSES ON BELGIAN COAST.

2 U BOATS AND 13 GUNS DESTROYED.

A welcome record of success is contained in a naval despatch from Vice-Admiral Sir Reginald Bacon, reporting the operations of the British Navy off the Belgian coast between August 22nd and November 18th last, in which at one time or another no fewer than 80 vessels, including auxiliaries, were engaged.

Six attacks of considerable magnitude and eight minor ones were delivered. The most important was a great attack on Zebrugge carried out on August 22nd, which was markedly successful, as all the objectives were hit. On September 6th Ostend was heavily attacked by five monitors (turret ships which lie low in the water and are of shallow draft). In this the enemy's submarine workshops were damaged, though his fire was very accurate and his guns heavier than those in the British squadron.

On the eve of Loos (September 24th) the German positions near the sea were shelled and considerable damage was done. On October 6th four monitors attacked the Zebrugge batteries. The whole coast was alarmed and German submarines arrived and attacked the ships, but failed to torpedo them.

The damage inflicted on the enemy in this series of bombardments was:

- 1 torpedo-boat.
- 2 submarines.
- 1 large dredger.
- DESTROYED.
- 2 military factories.
- 13 guns.
- 2 ammunition depots.
- BADLY DAMAGED.
- Zebrugge locks.

Numerous minor injuries were also inflicted on the enemy.

The British loss was: 34 officers and men killed; 24 officers and men wounded; 1 armed yacht, 1 drifter, and 1 mine-sweeper sunk.

Admiral Bacon pays a well-deserved tribute to the unsurpassed zeal and magnificent gunnery of the ships. He praises the admirable efficiency with which the destroyers screened the ships from submarine attack. He recognises the splendid behaviour of the men in the trawlers and drifters, who have borne so heavy a burden in this war, and also of the French patrol flotilla which took part in the operations and lost three vessels.

Throughout the operations attacks were made by enemy aircraft, but latterly the vigilance of our Dunkirk airmen considerably curtailed their activity.

SAYINGS OF A WEEK.

The hours through which we are going to pass in the New Year will probably be fraught with issues for mankind which have no parallel in importance since the Crucifixion.—Bishop of Guildford (at Guildford).

The attempts from without and from within to bring Russia to a separate peace with Germany have been stronger than the world dreams.—M. Sazonoff.

The German menace was the most formidable and the most carefully planned attack upon the liberty of intelligence with which the world had been threatened since the days of Mohammed.—Mr. Edmund Gosse.

The country must give up so much liberty in order to save the rest.—Mr. Herbert Samuel.

The desperate worship of material good, the soulless ad hoc preparation for business, the concentration on a purely material ideal, and its elevation into the region of worship and of sentiment—that is the warning signal issued by Germany.—Sir Oliver Lodge.

It is not conceivable that any nation can send 60 or 70 millions of the people of another nation to Coventry.—The Rev. H. J. Chaytor.

After a life spent in the study of history, I venture to say that if any one party now places itself deliberately in opposition to the appeals of the King, of Lord Kitchener and of Parliament, that party will be swept away at the next General Election.—Dr. J. Holland Rose.

We talk of the glorious Revolution, the Reform Bill of 1832, and the rest of it; but we never change.—Mr. Balfour.

Germany's divine mission is to crucify humanity.—The Rev. Fritz Philippi (Berlin).

We do not hate our enemies. When we kill them, when we burn their homes and over-run their territories, we are performing a labour of love.—Professor Reinhold Seeberg (Berlin).

The devil in the scholastic world has assumed the form of a general education, consisting of scraps of a large number of disconnected subjects.—Professor A. N. Whitehead.

At present the foreigner who learns English has very nearly to learn two languages—the language as it is written and the language as it is spoken.—Professor Gilbert Murray.

LONDON AMERICAN VIEW.

Mr. R. Newton Crane, barrister, a long-time American resident of London, says: "The contents of Papen's despatch-box are even more important than those of Archibald's, which led to Dumba's recall. The former showed criminal intent. The latter proved criminal execution. When Dr. Gervais, the ex-Austrian Consul, offered to furnish evidence of Germany's instigation of plots to foment labour strikes, to blow up bridges and railways, to destroy munition factories, and to sink ships laden with war materials for the Allies, the Americans were incredulous. Even the German Lieutenant Fay's confession when arrested, that he was a principal actor in these criminal designs, was questioned. The public wanted to know where he had obtained the large sum of money with which he was supplied. Papen's cheque-book now tells us."

[illegible]

THE HUMAN SIDE. WHY THE MARCHIONESS WENT TO SCHOOL.

[BY JOHN N. RAFAEL.]

"You being interested in such things," said Mr. Atkins, "I should be wishing to have your opinion about this bit in the paper. It comes from Edinburgh, Jock says. 'An' Princess-street is no' exactly near our present quarters,' growled Jock sulkily. 'I'm not saying,' said Mr. Atkins, 'but he looked at me. I chuckled. In the opinion of the anonymous writer of the fragment of the article, sensation-mongers were making far too much fuss about the German espionage system. In the writer's opinion there was more talk about spying than actual spying. Only the size of Jock's socks had prevented his giving us his full views on this subject. Mr. Atkins threw me another coat to muddle on. It was cold in the barn, in spite of the roaring fire, for the door had only one entire panel, and there were no windows left."

"It was near Wipers (Ypres) where we were then," said Mr. Atkins, meditatively, "in a bit of a village which was mostly graveyard and annex. A nice little girl, she was, and we called her the Marchioness. Her father was a surly old brute, who wouldn't even try to understand English, and took his share of our rations as if they were his right. Often and often I would like to give him a clout over the old head instead of a mug of tea, but the old girl used to look for us when we came in to rest, and the Marchioness was always with us, of course. A regular little mother, she was, somewhere between 6 and 7 years old, and as pretty as a picture, with her low coloured hair and a bit of blue ribbon in it, and her little dancing blue eyes. 'Mong capitaine,' she used to call me—me, a full private, and Lord, 'ow fond she was of that doll of hers. A big doll it was, and its legs had gone wobbly so that it couldn't walk, she used to say. She used to trundle it about the village all day, in a little carriage her father had made for her. 'La wotter dor mong poppay,' she used to call it and trot along at the head of the boys going out to trench work with it, as proud as a little peacock."

"A DANGEROUS ROAD.
"We were having busy times in that village. It was a nasty bit of road out to the trenches, if you see, and often I used to think that it was a bit dangerous for the Marchioness to come along. The first quarter of a mile was all right, but when we got to the neck, where it run down 'ill a bit, there was nearly always a shell or two. 'Funny thing,' the sergeant said to me once or twice, 'how they always get us at that bit of road. I must speak to the captain about it.' Next few times I took the Marchioness and her wotter along side of me, and we didn't have no trouble. 'Just about where we went into the trench there was a straight lane, a nice sheltered bit, between two hedges, leading off to the other village, where the school was. There wasn't no school in our village. There wasn't no children, only the Marchioness. There wasn't a great deal of village left, either, come to that. That was why she used to go out with us at night; go on alone down 'er bit 'ill, and come back with us every two days when we come back. I used to look for her when we came out of the trench, and if she was late, some 'ow or another we'd find something to make us late, too, so as not to disappoint her. Yes, she was a prime favourite, she was, and we took 'er into the trench, one day—the day they made a 'ole in the road with a Jack Johnson, that was."

"One day the sergeant and the captain came to me together. 'We've been losin' a lot of men the last few days,' the captain said. 'I saluted, as is right. 'Yes, sir,' I sez. 'Been very careful, a regular with their firing, they have. 'Funny thing,' sez the captain, 'hazzing a bit between 'is teeth, and imitating the bullets, as was 'is 'abit. 'Funny thing,' sez, 'but that your relief don't never seem to go into quite so much trouble as what you do,' he sez. I looked at the sergeant, and grinned. 'It wasn't for me to say nothing in front of an officer. And the sergeant, he looked like a thunderstorm, for he was a careful man, he was, and 'e did, and them sort of remarks didn't console 'im for not being mentioned in despatches. 'I'll come along with you to-night, my sergeant, sez the captain, and 'e turned on 'is 'eel, and walked off, slappin' 'is leather leggings with 'is little fanny cane. 'It was the opinion in the company that he used to sleep with that cane, when he wasn't in action. Well, 'e was a nice chap. We lost 'im at New Chapel, we did."

"UNEXPECTED BETRAYAL.
"I didn't want to take the Marchioness along with us that night, because the captain was coming. But she made no end of a 'ullaballoo, she did, and the captain come up in the middle of it, and said we was to take 'er along with us, same as usual. Talked to her in French, mon capitaine did, and she answers 'Wee, monsieur,' and 'Noug, monsieur,' as pretty as a picture. 'Don't want to miss 'er school, because doll 'as got a new pinafore,' the captain sez to the sergeant. 'The men spoil that kid,' the sergeant sez. But the captain only laughed, when the Marchioness put 'er little 'and in mine, and said, 'Come on, mon capitaine,' same as she always did, when she didn't understand anything. A few minutes afterwards we was creeping down the road, the Marchioness trundling her little cart with the doll in it, alongside of me. 'Father pointed my least that's what the sergeant said she said, though all I understood was 'Jolly, jolly.' And the cart was fresh white-painted, anyhow."

"We crept along the road, and just as we got to the little bit where it runs down to the neck the captain 'e steps forward, and me the doll, 'alts us, and gives the cart a shove down 'ill. It was lucky 'e 'alted us. There was a shriek and a bang and a crash and a stink, and the road split in two. 'Now, perhaps you understand,' whispered the sergeant in my ear. There was nothing left of that cart but a white splinter or two. That wouldn't 'ave been much left of us if we 'adn't been 'alted. The Marchioness she stopped in the trench, in the captain's dug-out, that day, and 'e taught 'er how to use the telephone. 'She knew all about it,' I 'eard 'im tell the sergeant. 'Seen 'er father use it,' she said."

GERMAN FINANCE. COMING COLLAPSE.

Dr. Karl Helfferich must surely regret the days when he lectured to his pupils with lucid explanations on the laws of political economy. He often showed them how dangerous it is to try to construct a great commercial or financial undertaking on unsound foundations before the cement has had time to dry and be fit to bear the weight of the superstructure. The ambitious German effort for domination in commerce and finance is a good illustration of the danger the learned economist expounded in his teaching.

What wretched vested interests from the hands of those nations which had acquired them by the use of their capital and labour in the past has proved to be a task beyond the reach of even Germany's pertinacious and resourceful organising talent. From all quarters I learn that the directing secret in German finance are fast losing their hold on a movement of disintegration now beginning. Dr. Helfferich, with all his economic learning and financial acumen, has helped to hasten the financial breakdown of his country, and must feel acutely the false position in which he is placed. He dare not tell the truth to the people. He cannot tell those millions of anxious citizens that the paper he has again and again pressed them to buy with their capital savings will soon be worthless, no more than a "scrap of paper." He must coax his countrymen to the end, and probably thinks it patriotic to do so, clinging nervously to a last straw to the forlorn hope of a success in war, or disunion among the Allies.

INFLATED CREDIT.
He cannot have been misled as to the threatening financial situation during recent years, for Germany has lived and thrived largely on a system of inflated credit, which could not be kept within limits, and must lead to disaster. There was an alternative—a successful war, Helfferich I think saw this, and has striven with all his skill to tide over growing difficulties until the Kaiser's armies could save German credit from the most formidable breakdown in history by victory in the field.

German emissaries are at work abroad trying to improve German exchange in neutral markets and even here in France by offering securities through intermediaries to counterbalance the fall while withholding German paper as too good an asset to part with during the present reaction. But neutrals are glad to find acceptance in Switzerland and other countries for their German marks or Austrian kronen, even at a ruinous sacrifice. The rush to exchange marks for francs still continues, and long lines of victims await patiently at banks and exchange offices in Switzerland, with the hope of selling their German or Austrian money in bank notes, coupons, and bills. If this movement goes on it will, doubtless, become a panic.

Germany and Austria are at war with an immutable economic law. These empires have been obliged to buy large quantities of raw materials and food abroad, paying in hard cash. The credit and money deposits of Germany in other countries have been exhausted in this long struggle. Confidence is shaken even in Germany, according to neutrals I have met, on their return from that country. The belief of a big war indemnity from the Entente Powers is on the wane. The collapse can now avert or long glave off the collapse of German credit abroad, for those whose capital might postpone the evil day, for a space, refuse to immobilise their funds for an indefinite period and assume risks daily becoming more evident. Directly peace is signed the needs of Germany, already great, will be stupendous. No financier would venture to prepare an operation, in view of coming events, on so vast a scale.

NO GOLD TO SPARE.
It is likely that considerable sums of money, representing fortunes recently acquired in Germany, in the form of war profits, have been quietly transferred abroad to avoid heavy war contributions to the State in the shape of taxes now being prepared and aimed at them. German financial opinion obtained through various channels rejects the foolish explanation that the fall of the "reichsmark" results from complicity between neutrals and enemies operating on the Berlin market. The better-informed hold that the real cause lies in the impossibility to send more German gold abroad to bolster up the waning rate of exchange in German and Austrian paper.

From time to time the Reichsbank has exported gold to neutral countries when this was urgently needed to back up credit, but these exports are no longer possible, because all the gold which can be completely be spared is wanted immediately for Turkey and Bulgaria. Another reason exists. The figures given out as to the gold reserve at the Imperial Bank are not above suspicion, and the mass of fiduciary paper of all kinds in circulation is growing enormously. It is certain also that whatever gold remained at the Austro-Hungarian Bank was transferred some time ago in large part to Berlin, and Germany now holds the bulk of Austrian securities. The German financial system of credit is at last exploded, and when the German "North Sea bubble" bursts it will be the most impressive disaster for a mighty Empire in the world's history.

"We was all thankin' a bit, when we went back to the village, an' when we got there we 'ad to find another billet. 'Some-one 'ad been digging up the parky floor of barn. We 'ad to make our own meals, too, that day. The Marchioness' mother 'ad gone away visitin'. I see 'er father next mornin' though, very early. 'E was up agin a wall, an' 'im an' five others was standin' opposite 'im. Didn't 'alf shoot straight, we didn't, the swine! Fancy puttin' a child up to doin' a thing like that! Got a telephone contraption connected and everything in 'is cellar, 'e 'ad, and the poor little Marchioness with 'er white cart, was showin' them Baches where we got into the trench, every time. 'She 'ad the wuns; now, and 'er doll, too. 'She 'adn't know where 'er parents is. Nice little girl she was."

Read 'er that bit in the paper again, sir, where it says spies is mostly imagination," said Mr. Atkins.

"Princess Street is no' exactly near," growled Jock.

"'Ere's a fog, Jock. 'Hael as you get in your language," said Mr. Atkins, throwing him a whole woodbine.

And a whole woodbine is rather a luxury. So there was peace.—Daily Telegraph.

THE NEW COLONIES. GETTING THE GOVERNMENTS GOING.

Whatever may be the result of the war in Europe, the possession of the former German colonies places a strong card—one of the cards of Providence, as Bismarck would term it—in the hands of the British Government. It is certain that a party, it is to be hoped quite insignificant, will favour the return of these colonies to Germany; but the British Government is likely to take a firm stand, because public opinion in the Dominions, which have been mainly instrumental in the capture of these colonies, will not tolerate any weakness.

What, then, will be the future of the German colonies from an administrative point of view? A correspondent in the *Evening Standard*, Will South-West Africa be merged in the Union of South Africa, and will the German Pacific islands be attached permanently to the Commonwealth of Australia and the Dominion of New Zealand? As was announced when operations were first commenced in Africa and the Pacific, the Imperial Government retain full liberty of action as regards future administration; but, nevertheless, some idea of the probable administrative development may be obtained from a consideration of present arrangements.

The former German colonies were divided into three groups: those in Africa, those in the South Pacific, and the much-valued settlement at Kiau-Chau. With the exception of German East Africa, which has hitherto successfully resisted invasion, and a portion of the Kamerun colony, the whole of these territories is in the possession of the three Allies—Britain, France, and Japan—who have been able to exercise superior power in the war. The colonies in the Pacific fell an easy prey to British and Japanese naval power, for fortunately the Commonwealth and New Zealand Governments were able to respond to the invitation of the Imperial authorities to undertake, in co-operation with Japan, the subjugation of Germany's southern possessions. Owing to the presence of wireless stations in the Pacific, erected at great cost by the German Government, it became a paramount concern of the Imperial authorities to seize and dismantle these installations.

A reference to the map will reveal the necessity for this operation, for it shows that if a circle be drawn round a centre at the island of Truk, one of the Caroline Islands, with a radius of about eleven hundred miles, it would include the whole of the German possessions in the Pacific, with the exception of Samoa. Within this sphere there were at Yap, an island at the extreme west; at Nauru, at the extreme east; and at Bismarck, near Herbertshoek, in the Bismarck Archipelago, in the middle south, three powerful installations, whilst yet another had been erected at Apia, in Samoa. These stations were seized in rapid succession. That at Yap was destroyed by H.M.S. *Hampshire*; the station at Nauru was put out of action by a landing-party from H.M.A.S. *Merbourne*; Bismarck, a new and powerful station, not quite completed at the outbreak of the war, was also taken by the Australians; and the installation at Samoa was destroyed by the Germans themselves previous to the landing of the New Zealand forces. In the meantime the Japanese, who had occupied the Caroline Islands, and Yap, transferred these possessions on November 18th, 1914, to the Australians, and invested and captured Kiau-Chau, took the wireless station which, having a night radius of 2,000 miles, had been able to communicate with Yap, and thus rendered useless the formidable system of intercommunication initiated by the Germans. Thus all the German Pacific possessions fell into the hands of the Allies within three months of the outbreak of war, and it became necessary to organise a new administration.

The German Colony in China remained in the hands of the Japanese Government, who appointed the Commander-in-Chief, General Kamio, to act as Governor-General during the period of the Japanese administration until the end of the war. But a new and highly important departure was made with regard to the rest of the Pacific possessions, which were placed under the administration of the Commonwealth of Australia and the Dominion of New Zealand respectively. The former, which for some years had been responsible for the administration of the British portion of New Guinea, officially termed Papua, was now charged with the management of German New Guinea, or Kaiser Wilhelmland; the Bismarck Archipelago, including Neu-Pommern, Neu-Mecklenberg, Neu-Hannover, and the Admiralty Islands; the Palau, or Pelew, Islands; Yap; the west and east Caroline Islands; the Mariana, or Ladrone Islands; the Marshall Islands, and the important island of Bougainville, one of the Solomon group; whilst Samoa fell to the share of New Zealand. This arrangement was naturally exceedingly welcome to the British communities in Australasia, for the Australians had not forgotten how Lord Derby had allowed the Germans to occupy New Guinea, and thus to create endless friction in the Southern seas; and New Zealanders had shared the disappointment and resentment felt by Richard Seddon when part of Samoa had been handed to Germany. And in this arrangement, if continued, may be seen the beginnings of a new era in the Pacific.

One of the first acts of the administration formed at Rabaul, in the Bismarck Archipelago, which was chosen as the centre of Government, was the pleasant one of changing the German names of the islands back again to their original English form. New-Pommern became once more New Britain, and Neu-Mecklenberg was again changed to New Ireland, much to the satisfaction of old colonists who remembered the former names. The first administrator was Colonel William Holmes, D.S.O., in command of the forces, who was followed by Colonel S. A. Pethebridge, O.M.G., formerly secretary to the Australian Department of Defence. Within a remarkably short time, considering the circumstances, the administration was placed upon a firm basis; certain German officials being retained in an advisory capacity until affairs were thoroughly settled.

ROOSEVELT & WILSON. OPPOSITION TO THE PRESIDENT'S RETURN TO OFFICE.

The New York correspondent of *The Standard* writes:—
Mr. Roosevelt has started the political gossip talking throughout the country by attending a dinner given in his honour by Judge E. H. Gary, head of the Steel Trust, at which were present fifteen multi-millionaire Wall-street operators, who, it is estimated, control among them \$2,800,000,000. The dinner is proving to be the first puzzle of the campaign now begun to determine who shall be the Republican candidate for the Presidency.

After peering at possibilities from every angle, political sages are agreeing that the dinner means that Mr. Roosevelt is willing to go to unusual lengths for him, in order to ensure the defeat of President Wilson at the elections next November. The political fortunes of the rough-rider himself would not, it is believed, have influenced him to associating with the captains of industry who have so often been described by the ex-President as "malefactors of great wealth." But Mr. Roosevelt is far more anxious to have Mr. Wilson beaten at the polls than he is to further his own ambitions, and it is believed that he is willing to co-operate with Wall-street to bring about this result.

Mr. Wilson's attitude towards the European war has fired all the indignation in Mr. Roosevelt's generous nature. During the long years of political agitation through which Mr. Roosevelt has fought men and measures, almost without ceasing, he has never shown the personal hostility to anyone which he now feels toward the present occupant of the White House. He believes that President Wilson has made America a name of contempt, and has committed the unforgivable sin of cowardice in the face of the enemy. Beside this offence, the economic crimes so frequently charged by Mr. Roosevelt against Wall-street fade into insignificance. America's good name, thinks Mr. Roosevelt, must be won back at any cost, and the first action to be taken for this purpose is to defeat Mr. Wilson by popular vote.

AMONGST THE CAPITALISTS.
So the wielder of the big stick, who has so often brought his weapon on the heads of the nation's capitalists, is now prepared to sit in conference with his former enemies, and devise plans for overthrowing the newer enemy at Washington. It can be said with assurance that Mr. Roosevelt does not expect Wall-street to support his personal candidacy for a Presidential nomination. The Colonel has been careful not to announce any desire on his own part to lead the battle against the Democrats at the next elections. His present desire is to bring about a union between the Progressive party, which he formed four years ago and the Republican party. He realises that if the Conservative and Radical forces among the Republicans split at the coming Presidential election as they did in 1912 Mr. Wilson will be returned once more to the White House.

It is to prevent a victory from going to the Democrats by default that Colonel Roosevelt is now working. He is willing to make large sacrifices for the sake of harmony, but he is not willing to permit the conservative influences among the Republican leaders to take advantage of a trace to the extent of electing a pure reactionary as President. Mr. Roosevelt's desire is to persuade the Republicans to nominate as their Presidential candidate a man to whom the roughrider can give his support. The Progressive party will then endorse the nomination, and if this condition prevails, it is believed by most neutral political judges that the chances will all be against Mr. Wilson's re-election.

Chief among the Presidential possibilities that Mr. Roosevelt would favour if nominated by the Republicans is Justice Charles E. Hughes. As Governor of New York State, Justice Hughes made a splendid reputation by an independent administration. It was he who, previously, had exposed the insurance company frauds and the corrupting influences of the financiers who controlled the vast sums held by the companies. Mr. Hughes, however, is strongly opposed to abandoning his position on the bench, even for the Presidency, and he is using all his influence to preventing his name being considered by the politicians.

POSSIBLE CANDIDATES.
Next to Justice Hughes, Elihu Root is the most discussed candidate for the Republican nomination. Mr. Root is conceded by the best American political critics to be the leading statesman America now possesses. His work as Secretary of War and Secretary of State, and his services in the United States Senate have won for him the highest praises. Mr. Root's was the most brilliant intellect that Colonel Roosevelt relied upon during his Presidency. In those days there were four inseparables at Washington—Colonel Roosevelt, Mr. Root, ex-President Taft, and Senator Lodge. Of these, the Colonel is now on speaking terms only with Senator Lodge. He broke with Mr. Taft because the latter was not sufficiently radical in the White House, and he has never forgiven Mr. Root for presiding at the Republican National Convention in 1912 when Mr. Roosevelt's efforts to secure the nomination were so ruthlessly treated by the Republican machine.

Whether Mr. Roosevelt's intense dislike for President Wilson is sufficient for him to give his support to Mr. Root in the fight for the Presidency is not as yet known. It is the most interesting possibility now confronting the political observers. The financial interests are unanimously in favour of Mr. Root, and if it had not been for the record of the last Republican national convention unquestionably Mr. Roosevelt could be brought to support him. The Colonel certainly does not want to help Mr. Root into the White House if a compromise can be reached between the Progressives and the Republicans on any

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
* TJITAROEM...	BATAVIA	In port	3rd Mar.	SHANGHAI
* TJILLIWONG...	MAKASSAR	1st Mar.	6th Mar.	Kobe

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Yok Buildings, 14 Floor, Hongkong, 28th February, 1916.
Telephone No. 1574.

JAVA-PACIFIC LIJN.

REGULAR MONTHLY SERVICE BETWEEN
JAVA, MAKASSAR, MANILA, HONGKONG & SAN FRANCISCO.

Steamers	From	Expected	Will leave	For
		1916.	1916.	
KARIMOEN...	JAVA	9th March.	11th March.	SAN FRANCISCO
TJIKEMBANG...	JAVA	7th April.	11th April.	do.
ARAKAN...	JAVA	8th May.	18th May.	do.

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of Saloon Passengers. All Steamers carry a duly qualified surgeon. Cargo taken at through rates to all Common Overland Points in the United States of America and Canada.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
MANAGING AGENTS.
Yok Building, Hongkong, 16th February, 1916.

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCK YARD, HONGKONG.
SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 86' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.
PETROL and KEROSENE MARINE MOTORS 7-1/2 to 160 B.H.P.

As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.
Dockyard Managers can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA, AND JAPAN, AGENTS.
Telephone No. 412
Telegraphic Address—"TAIKOO DOCK."

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.,
OFFICIAL AGENTS TO THE PHILIPPINE GOVERNMENT.
HONGKONG-SHANGHAI-YOKOHAMA-MANILA.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED
FOREIGN MONIES EXCHANGED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and
Fares from the Far East to all parts of the World, will be forwarded free on application.
Chief Office:—LUDGATE CIRCUS, LONDON, E.C.
Hongkong, 9th February, 1916.

FORTHCOMING EVENTS.

TO-DAY
3 p.m.—Romp of Poodles at the Fountain, opposite the City Hall, by Messrs. Hughes & Hough.
TO-MORROW
11.30 a.m.—Hongkong & Kowloon Wharf & Godown Co., Ltd., Meeting of Shareholders.
Frid. 3rd March—
2 p.m.—Annual Flower and Vegetable Show in the Botanic Gardens.
Saturday, 4th March—
10.30 a.m.—Annual Flower and Vegetable Show in the Botanic Gardens.
9.30 p.m.—"The Angel in the House," by the Hongkong Amateur Dramatic Club, in aid of Blue Cross Fund.
Monday, 6th March—
8.30 p.m.—"The Angel in the House," by the Hongkong Amateur Dramatic Club, in aid of Blue Cross Fund.

SHIPPING.

ARRIVALS.

CHINGCHOW, British str., 1,165. Jas. Doyle, 25th February—Port, Parcel, 24th February, Liao, Stone, Showan, Tomes & Co.

GUENFALOCK, British str., 1,434. Mc Kenzie, 25th February—Singapore 23rd February, General—Order.

HALDIA, Norwegian str., 1,005. A. Sveen, 25th February—Saigon 22nd February, Rice—Order.

KWINTON, Chinese str., 1,235. C. Stewart, 25th February—Shanghai 25th February, General—Chinese.

LOKSAO, British str., 1,079. D. W. Ritchie, 25th February—Haiphong 24th February, General—Jardine, Matheson & Co.

SHINTSU MARU, Japanese str., 3,034. M. Uto, 25th February—Moji 23rd February.

SOSHU MARU, Jap. str., from Canton, 29th February.

STANDARD, Norwegian str., 894. O. M. Johansen, 25th February—Saigon 22nd February, Rice—Thorsen & Co.

TAIWAN MARU, Japanese str., 1,145. H. Sakai, 25th February—Saigon 24th February, Rice—Doddwell & Co.

TAMIA MARU, Japanese str., 3,593. S. Nagasue, 25th February—Seattle 25th January, General—Nippon Yusen Kaisha.

TATONISH, French str., 694. F. Le Froguer, 25th February—Bangkok 10th February, Rice—Order.

TITAN, British str., 5,730. J. W. Reid, 25th February—Manila 22nd February, General—Butterfield & Swire.

YCHOOW, British str., 1,200. H. Semmer, 25th February—Saigon 23rd February, Rice—Butterfield & Swire.

YUENSAO, British str., 1,735. H. M. Mesney, 25th February—Manila 25th February, General—Jardine, Matheson & Co.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE
February 29th.

FOUCHOW, British str., for Hoihow.

HONGKONG MARU, Jap. str., for Singapore.

TAIYUAN, British str., for Australia.

DEPARTURES.

February 29th.

CEYLON MARU, Jap. str., for Shanghai.

CHINGCHOW, British str., for Karatsu.

CHOYANG, British str., for Canton.

DAIJI MARU, Jap. str., for Swatow.

HAICHOW, British str., for Fouchow.

HAICHOW, Chinese str., for Tientsin.

KUICHOW, British str., for Canton.

KUICHOW, British str., for Hongkong.

NIPPON MARU, Jap. str., for Manila.

NOVARA, British str., for Shanghai.

OTARI MARU, Jap. str., for Chingwang.

PENANG MARU, Jap. str., for Tarakan.

SALAHAD, Dutch str., for Singapore.

SINGAPOREAN, British str., for Singapore.

TAMON MARU, Jap. str., for Bangkok.

VAN SPEIDEREN, Dut. str., for Singapore.

YINGCHOW, British str., for Shanghai.

LATEST STEAMER MOVEMENT.

The str. *Hulu* left Calcutta on the 23rd instant, and may be expected here on or about the 10th March.

VESSELS ON THE BERTH.

HONGKONG—NEW YORK.
For NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.
S.S. "EGREMONT CASTLE," about Beginning of March.
For Freight and further information, apply to—
DODWELL & Co., Ltd.
Hongkong, 18th February, 1916.

HONGKONG—NEW YORK.

AMERICAN ASIATIC S.S. CO.
For NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.
(With Liberty to Call at the Malabar Coast.)
S.S. "INDRASAMHA," about Middle of Mar.
For Freight and further particulars, apply to—
SHEWAN, TOMES & Co., General Agents.
Hongkong, 9th February, 1916. [145]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMSTERDAM, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE "NANKIN."

Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about THURSDAY, the 9th March, 1916, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MONTAGLE," in which vessel is secured before departure from Hongkong, Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "MALOJA," due in London about the 24th April, 1916.
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to—
E. V. D. FARR, Acting Superintendent.
Hongkong, 25th February, 1916. [1]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From a Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	ITO MARU	Jap. str.	1 m.	Okamoto	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NANKIN	Brit. str.	1 m.	G. Manley	P. & O. S. N. Co.	On 9th inst., at 3 p.m.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NOVARA	Brit. str.	1 m.	H. H. Hetherington	P. & O. S. N. Co.	About 24th inst.
LONDON	KWINTON	Brit. str.	1 m.	Charbonnel	THE BANK LINE, LIMITED	On 15th Apr.
MARSHALLS VIA PORTS.	MAHAWATKA	Brit. str.	1 m.	T. Suruga	MESSAGERIES MARITIMES	On 7th inst., at 5.30 p.m.
MARSHALLS LONDON VIA SINGAPORE, &c.	CANADA MARU	Jap. str.	1 m.	Nagasega	THE BANK LINE, LTD.	On 30th inst.
VICTORIA & TACOMA VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	1 m.	J. P. Jones	OSAKA SHOSHIN KAISHA	On 4th inst., at 3 p.m.
VICTORIA, R.C. & SEATTLE VIA KEELUNG, &c.	ANTO MARU	Jap. str.	1 m.	A. G. Stevens	NIPPON YUSEN KAISHA	On 7th inst., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	INDRAMAHA	Brit. str.	1 m.	Fluor	TOYO KISEN KAISHA	On 11th inst.
NEW YORK VIA SUEZ CANAL	BERMONT CLEVELAND	Brit. str.	1 m.	A. J. Hall	SHEWAN, TOMES & Co.	Middle of March.
NEW YORK VIA SUEZ CANAL	NIPPON MARU	Jap. str.	1 m.	D. Dixon	DOUGLAS, LAFRAIK & Co.	About Beginning of Mar.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	KA IMOREN	Dut. str.	1 m.	Boysda	JAVA-CHINA-JAPAN LINE	To-morrow, at 4.30 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINTSU MARU	Jap. str.	1 m.	E. T. Filler	TOYO KISEN KAISHA	On 13th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	Takeda	CANADIAN PACIFIC O.S. Co.	On 14th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	1 m.	E. Forryth	CANADIAN PACIFIC O.S. Co.	On 22nd inst.
AUSTRALIAN PORTS VIA MANILA	LARGO MARU	Jap. str.	1 m.	J. Matheson	NIPPON YUSEN KAISHA	On 14th inst., at 4 p.m.
AUSTRALIAN PORTS VIA TIMOR	CHANGSHA	Brit. str.	1 m.	S. Homewood	OSAKA SHOSHIN KAISHA	On 16th inst., at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	NIPPO MARU	Jap. str.	1 m.	T. A. Mitchell	GIBB, LIVINGSTON & Co.	On 17th Apr.
NAGASAKI, KOBE & YOKOHAMA	TITLWONG	Dut. str.	1 m.	W. L. Jones	BUTTERFIELD & SWIRE	On 12th inst., at 10 a.m.
JAPAN	KUMOHOW	Brit. str.	1 m.	R. Robertson	NIPPON YUSEN KAISHA	On 6th inst.
TSIENTSIN	NOVARA	Brit. str.	1 m.	W. F. Richard	JAVA-CHINA-JAPAN LINE	On 3rd inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	R. S. B. Butler	BUTTERFIELD & SWIRE	About 25th inst.
SHANGHAI	CHOYANG	Brit. str.	1 m.	C. C. Talbot	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
SHANGHAI VIA SWATOW & FOCHOW	FOOKSANG	Brit. str.	1 m.	Murakami	JARDINE, MATHESON & Co., Ltd.	On 3rd inst., at D'light.
SHANGHAI MOJI & KOBE	TUTAROM	Dut. str.	1 m.	A. Kebyama	JAVA-CHINA-JAPAN LINE	On 3rd inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	S. S. de Wolf	BUTTERFIELD & SWIRE	On 6th inst., at D'light.
SHANGHAI	HOPANG	Brit. str.	1 m.	J. S. Thomson	JARDINE, MATHESON & Co., Ltd.	On 8th inst.
SHANGHAI	KOYUNSEI	Brit. str.	1 m.	W. O. Pasmore	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at D'light.
SHANGHAI	KWONGSANG	Brit. str.	1 m.	W. M. Momye	DAVID SASSOON & Co., Ltd.	On 14th inst.
SHANGHAI	LOOYANG	Brit. str.	1 m.	T. Miyata	P. & O. S. N. Co.	About 16th inst.
SHANGHAI	MAITA	Brit. str.	1 m.	R. S. Andors	OSAKA SHOSHIN KAISHA	On 5th inst., at Noon.
SHANGHAI	FULHIM MARU	Jap. str.	1 m.	B. Teuda	OSAKA SHOSHIN KAISHA	To-day, at 10 a.m.
SHANGHAI	KALIO MARU	Jap. str.	1 m.	D. W. Ritchie	BUTTERFIELD & SWIRE	On 3rd inst., at 1 p.m.
SHANGHAI	CHONG MARU	Jap. str.	1 m.	J. Robinson	OSAKA SHOSHIN KAISHA	On 7th inst., at 2 p.m.
SHANGHAI	CHAOCHOW	Brit. str.	1 m.		JARDINE, MATHESON & Co., Ltd.	On 4th inst., at 3 p.m.
SHANGHAI	HAICHOW	Brit. str.	1 m.		JARDINE, MATHESON & Co., Ltd.	On 7th inst., at 4 p.m.
SHANGHAI	YUENSAO	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 11th inst., at 3 p.m.
SHANGHAI	LOOYANG	Brit. str.	1 m.		JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 7 a.m.
SHANGHAI	MAITA	Brit. str.	1 m.		OSAKA SHOSHIN KAISHA	On 3rd inst., at 3 p.m.
SHANGHAI	FULHIM MARU	Jap. str.	1 m.		JARDINE, MATHESON & Co., Ltd.	On 8th inst.
SHANGHAI	KALIO MARU	Jap. str.	1 m.		JARDINE, MATHESON & Co., Ltd.	On 4th inst., at 9 a.m.
SHANGHAI	CHONG MARU	Jap. str.	1 m.		BUTTERFIELD & SWIRE	On 4th inst., at 10 a.m.
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m.			
SHANGHAI	YUENSAO	Brit. str.	1 m.			
SHANGHAI	LOOYANG	Brit. str.	1 m.			
SHANGHAI	MAITA	Brit. str.	1 m.			
SHANGHAI	FULHIM MARU	Jap. str.	1 m.			
SHANGHAI	KALIO MARU	Jap. str.	1 m.			
SHANGHAI	CHONG MARU	Jap. str.	1 m.			
SHANGHAI	CHAOCHOW	Brit. str.	1 m.			
SHANGHAI	HAICHOW	Brit. str.	1 m			

P. & O. S. N. CO. P. & O. S. N. CO.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and BOMBAY VIA HANKIN	Capt. G. Manly	3 P.M.	See Special Advertisement
USUAL PORTS OF CALL ...		9th Mar.	
SHANGHAI, MOJI, KORE, MALTA	Capt. C. C. Talbot, R.N.R.	About 16th Mar.	Freight and Passage
and YOKOHAMA			
LONDON and BOMBAY VIA NOVARA	Capt. H. R. Hetherington, R.N.R.	About 24th Mar.	Freight and Passage
USUAL PORTS OF CALL ...		24th Mar.	
SHANGHAI, MOJI, KORE, NAGOYA	Capt. A. B. Garwood, R.N.R.	About 25th Mar.	Freight and Passage
and YOKOHAMA		25th Mar.	

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PAUR,

Acting Superintendent.

Hongkong, 1st March, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW and BANGKOK	"CHAOCHOWFU"	On 1st Mar., 10 A.M.
SHANGHAI	"SHANLUNG"	On 2nd Mar., 4 P.M.
TIENTSIN	"KUEICHOW"	On 3rd Mar., No.
HAIPHONG	"SUNGKIANG"	On 4th Mar., 10 A.M.
SHANGHAI	"CHENAN"	On 14th Mar., D'light.
MANILA, CEBU and ILOILO	"TEAN"	On 7th Mar., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "JANUI" MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SS. "SHANGHAI" LINE—PASSENGERS, MAILS and CARGO. SS. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANLUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong, Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 1st March, 1916.

TELEPHONE 35.

AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

STEAMERS	CAPTAINS	LEAVING
"HAIKUN" ...	Capt. J. S. Thomson	FRIDAY, 3rd Mar., at 1 P.M.
"HAICHING" ...	Capt. W. C. Passmore	TUESDAY, 7th Mar., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 28th February, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA," 5,257 tons, Captain E. S. B. Butler, will be despatched for SHANGHAI, MOJI and KORE on 14th March.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

AGENTS

Hongkong, 1st March, 1916.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS ...	16th Mar.	On 15th Mar., 11 A.M.
EMPIRE ...	6th April	On 8th Apr., 11 A.M.
EASTERN ...		On 29th Apr., 11 A.M.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,

AGENTS

MARSEILLES AND LONDON

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
TAKING PASSENGERS ALSO FOR
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Leave	Leave	Leave	Due at	Due at
YOKOHAMA	COLOMBO	HANKIN	HONGKONG	MARSEILLES	LONDON
1916	1916	1916	1916	1916	1916
NANKIN ...	Mar. 12	Mar. 31	Mar. 31	April 9	April 16
NOVAKA ...	Mar. 26	Mar. 31	Mar. 31	May 8	May 15
MALTA ...	Apr. 9	Apr. 17	Apr. 17	May 22	May 29
NAGOYA ...	Apr. 13	May 18	May 18	June 5	June 12
NAMU ...	May 7	May 29	May 29	June 19	June 26
NANKIN ...	May 21	June 12	June 12	July 1	July 10
NOVAKA ...	June 4	June 12	June 12	July 17	July 24
MALTA ...	June 13	June 26	June 26	July 31	Aug. 7
NYANZA ...					

Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARE

The Fares to London and Marseilles are as follows:—

1st Saloon	2nd Saloon	Accommodation	Single	Return	Return
"A"	"B"	"C"	"D"	"E"	"F"
£74	£53	£43	£27	£111	£102
£53	£43	£33	£27	£79	£73
£43	£33	£23	£27	£69	£63
£33	£23	£13	£27	£59	£53
£23	£13	£13	£27	£49	£43

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR—

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave	Leave	Leave	Leave	Leave	Leave
	Y'HAMA	SHANGHAI	H'KONG	S'POON	M'ELLIS	LONDON
	about 1916	about 1916	about 1916	about 1916	about 1916	about 1916
NORE ...	Mar. 13	Mar. 23	Mar. 29	Apr. 4	May 4	May 11
NELLOBE ...	June 19	June 29	July 5	July 11	Aug. 9	Aug. 18
MONGARA ...	July 3	July 13	July 19	July 25	Aug. 23	Sep. 1

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON: 1st Saloon £68 Single, £87 Return; 2nd Saloon £42 Single, £63 Return.

FARES TO MARSEILLES: 1st Saloon £24 Single, £29 Return; 2nd Saloon £14 Single, £19 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

(Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.)

For further Particulars apply to—

E. V. D. PAUR,

Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATE
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	"IYO MARU" Capt. Okamoto	15,000	THURSDAY, 9th Mar., at Noon
	"MIYAZAKI MARU" Capt. Torisaka	16,000	THURSDAY, 23rd Mar., at Noon
VICTORIA, B.O. and SEATTLE VIA SHANGHAI, MOJI, KORE, YOKKAICHI and YOKOHAMA	"TAMBA MARU" Capt. Nagaoka	15,500	TUESDAY, 7th Mar., at Noon
	"YOKOHAMA MARU" Capt. Shinohara	15,700	WEDNESDAY, 16th Mar., at Noon
SYDNEY and MELBOURNE, VIA MANILA, BANGKOK, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"TANGO MARU" Capt. Oyoda	15,500	TUESDAY, 14th Mar., at 4 P.M.
	"NIKKO MARU" Capt. Ikeda	9,600	FRIDAY, 14th Apr., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK	"KAGA MARU" Capt. B. Tada	12,000	WEDNESDAY, 8th Mar.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO			
SHANGHAI and KORE			
SHANGHAI, KORE and YOKOHAMA			
NAGASAKI, KORE and YOKOHAMA	"NIKKO MARU" Capt. Ikeda	9,600	SUNDAY, 12th Mar., at 10 A.M.
SHANGHAI, KORE and YOKOHAMA	"FUSHIMI MARU" Capt. ...	16,000	THURSDAY, 16th Mar., at 10 A.M.

* Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600	To Marseilles 1st Single Yen 550
" " 2nd Single " 400	" " 2nd Single " 380
" " Return " 800	" " Return " 700
To London, Southampton, Liverpool via New York 1st Single £20.15.0	To Montreal 1st Single £20.15.0
To Victoria, Vancouver, Seattle, 1st Single £20.15.0	To Seattle 1st Single £20.15.0
To Sydney, 1st Single £20.15.0	To Melbourne, 1st Single £20.15.0
To Yokohama, 1st Return £150.0	To Kobe, 1st Return £125.0
" 2nd " 80.0	" 2nd " 65.0

ROUND-THE-WORLD, Yen 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Tons and Speed	Leave Hongkong
NIPPON MARU ...	11,000 — 15 knots	TH. 2nd Mar., 4.30 P.M.
ANYO MARU ...	18,300 — 16 knots	SATURDAY, 11th Mar.
SHINYO MARU ...	22,000—21 knots	TUES., 14th Mar.
CHIYO MARU ...	22,000—21 knots	SAT., 8th April
PERIA MARU ...	9,000 — 17 knots	FRIDAY 1st April
TENYO MARU ...	22,000—21 knots	WED., 3rd May

* Cargo only.

† Via MANILA. Omitting Shanghai.

Steamer via Shanghai leaves at Noon.

Manila at 10.30 A.M.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

" " " NEW YORK £80. " " " £96.10.

" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer ANYO MARU ... 18,700 — 15 knots ... SATURDAY, 11th Mar.

For Full Particulars as to Passage and Freight, apply to—

B. DOI, ACTING AGENT,

TELEPHONE 991.

King's Building. (213)

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR SHANGHAI, KORE AND YOKOHAMA ... POLYNESIAN ... On 8th March.

(Without Transshipment)

HOMeward ... On 7th Mar., at 5.30 P.M.

MARSEILLES VIA SAIGON and ATLANTIQUE ... On 18th March.

(Without Transshipment)

AMAZONE ... On 18th March.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,

QUEEN'S BUILDING

TELEPHONE 740

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA SHANGHAI, MOJI,

KORE, YOKKAICHI and YOKOHAMA

Steamer "CANADA MARU" ... T. Saraga ... SATURDAY, 4th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

For BOMBAY, VIA SINGAPORE, PORT SWETTENHAM,

PENANG, AND COLOMBO.

Steamer "LUZON" MARU ... T. Miyata ... WEDNESDAY, 15th Mar., at 7 A.M.

For TANSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer "KALIO MARU" ... Murakami ... SUNDAY, 5th Mar., at Noon.

For ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer "SOSHU MARU" ... A. Kobayashi ... WEDNESDAY, 1st Mar., at 10 A.M.

These Steamers of Coast and Foreign Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Sze Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,

MANAGER.

Second Floor, No. 1, Queen's Building.

56

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES

OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REplete WITH ALL THE LATEST AND MOST UP-TO-DATE

APPLIANCES FOR THE PROMPT PRODUCTION OF

HIGH-CLASS WORK

10A, DES VŒUX ROAD, HONGKONG.

POST OFFICE NOTICE.

To ensure the despatch of correspondence by any particular steamer the public is advised to post at least 48 hours before the time advertised for the closing of the Mail.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Chienan	1st March.
SHANGHAI	Hoihow	1st March.
EUROPE (London 6th Feb. via Siberia)	Anhui	3rd March.
SHANGHAI	Atlantique	5th March.

OUTWARD MAILS.

FOR	PER	DATE
Saigon	Chidder	Wednesday, 1st, 8.00 A.M.
Swatow, Amoy, Formosa via Takao & Anping	Sochu Maru	Wednesday, 1st, 9.07 A.M.
Swatow and Bangkok	Chaochow	Wednesday, 1st, 9.00 A.M.
Chingwantao	Kaiping	Wednesday, 1st, 11.00 A.M.
Saigon	Shimon	Wednesday, 1st, 5.00 P.M.
Amoy	Glenfalloch	Wednesday, 1st, 5.00 P.M.
Swatow and Bangkok	Drifter	Thursday, 2nd, 9.00 A.M.
Hoihow and Haiphong	Hongkong	Thursday, 2nd, 11.00 A.M.
Straits and India via Calcutta	Yalshing	Thursday, 2nd, 5.00 P.M.
PHILIPPINE ISLANDS, CANADA, NORTH AMERICA, SOUTH AMERICA, via SAN FRANCISCO and UNITED KINGDOM via CANADA	Nippon Maru	Thursday, 2nd, Registration... 1.15 P.M. Letters... 2.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA)	Shantung	Thursday, 2nd, Registration... 3.15 P.M. Letters... 3.00 P.M.
Shanghai and North China	Choyang	Thursday, 2nd, 5.00 P.M.
Shanghai, North China and Japan via Kobe	Bookeang	Friday, 3rd, 11.07 A.M.
Yokohama	Kueichow	Friday, 3rd, 11.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 3rd, NOON
Haiphong	Sungchiang	Saturday, 4th, 9.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via MOJI, CANADA, via VICTORIA, B.C., UNITED STATES, SOUTH AMERICA via TACOMA, UNITED KINGDOM via CANADA	Canada Maru	Saturday, 4th, Registration... 12.15 P.M. Letters... 1.00 P.M.
Shanghai and North China (EUROPE via SIBERIA)	Chienan	Saturday, 4th, Registration... 4.15 P.M. Letters... 5.00 P.M.
(Shanghai, Brit. P.O. Wed. 8th Mar.)	Tamba Maru	Tuesday, 7th, Registration... 10.15 A.M. Letters... 11.00 A.M.
Swatow, Amoy and Foochow	Haiching	Tuesday, 7th, 1.00 P.M.
Philippine Islands	Yoon	Tuesday, 7th, 3.00 P.M.
Saigon, Semarang, Soerabaya, and Port Moresby (via Batavia)	Hobito Maru	Tuesday, 7th, 3.00 P.M.
Saigon, SINGAPORE, BURMA, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE	Atlantique	Tuesday, 7th, Registration... 3.00 P.M. Letters... 4.00 P.M.
Straits, Ceylon, Durban, Cape Town, Teneriffe and London	Iyo Maru	Thursday, 9th, 11.00 A.M.
WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE	Nanshin	Thursday, 9th, Registration... 1.15 P.M. Letters... 3.00 P.M.
The Parcel Mail will be closed on Wednesday, 8th Mar. at 5 P.M.	Banri Maru	Monday, 13th, 8.00 A.M.
Japan via MOJI	Tango Maru	Tuesday, 14th, Registration... 2.15 P.M. Letters... 3.00 P.M.
Philippine Islands, Australia, New Zealand and New Guinea	St. Albans	Wednesday, 15th, Registration... 9.15 A.M. Letters... 10.00 A.M.

*Superscribed for correspondence only.

LOCAL AND REGULAR MAILS OUTWARD.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	8.30 A.M.	—
Tai Po	10.00 A.M.	9.00 A.M.
Cheung Chow	4.00 P.M.	—
Santaufok, Shatin and Sheungshui	4.00 P.M.	—
Abordoon, Autau, Ping Shan, Sai Kung, Santa, Stanley	4.30 P.M.	—
Canton, Wuchow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	6.00 P.M.
Macao	7.15 A.M.	8.15 A.M.
Kongmoon	6.00 P.M.	6.00 P.M.
Nanvau and Saumel	6.00 P.M.	6.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Macao	7.30 A.M.	8.30 A.M.
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M.	7.00 A.M.
Shek Ki	8.30 P.M.	8.30 P.M.
Kongmoon	6.15 P.M.	6.15 P.M.
Kaukuk	6.00 P.M.	6.00 P.M.
Kaukuk	6.00 P.M.	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration close at 5 o'clock on the previous evening.

WM. C. JACK & CO., LTD.

Sole Agents in Hongkong for the CROWN

BATTERY, made expressly for AUTOMOBILES

MOTOR BOATS, CYCLES, TELEPHONES,

MEDICAL APPARATUS and BELLS.

This DRY CELL is made expressly for the climate and has received the Highest Awards for Economy, Long Life and Efficiency.

Fresh stocks always on hand.

COMMERCIAL.

CLOSING QUOTATIONS.

February 29th.

ON LONDON.—	Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2	
Bank Bills, at 30 days' sight	1/11 1/2	
Bank Bills, at 4 months' sight	1/11 1/2	
Credits, at 4 months' sight	1/11 1/2	
Documentary Bills 4 months' sight	1/11 1/2	
ON RAGB.—	Bank Bills, on demand	270
Credits, at 4 months' sight	280	
ON SHANGHAI.—	On demand	nom.
NEW YORK.—	Bank Bills, on demand	46
Credits, at 60 days' sight	nom.	
ON BOMBAY.—	Telegraphic Transfer	nom.
Bank, on demand	14 1/2	
ON CALCUTTA.—	Telegraphic Transfer	nom.
Bank, on demand	14 1/2	
ON SHANGHAI.—	Bank, at sight	73 1/2
Private, 30 days' sight	nom.	
ON YOKOHAMA.—	On demand	91 1/2
ON MANILA.—	On demand—Paseo	92 1/2
ON SINGAPORE.—	On demand	82
ON BATAVIA.—	On demand	209 1/2
ON HAIPEH.—	On demand	3 1/2 p.m.
ON SHANGHAI.—	On demand	3 1/2 p.m.
ON HONGKONG.—	On demand	9 1/2
SOVEREIGNS, Bank's Buy & Sell	10.30	5/
GOLD LEAF, 100 fine, per tal.	57.50	0/
SILVER, per oz.	28 1/2	1/2

SUBSIDIARY COINS.

Hongkong 20 cents piece	\$ 8.32 discount.
Hongkong 10 "	\$ 8.30 "
Canton 20 "	\$ 8.37 "
Canton 10 "	\$ 8.60 "

SHARE LIST—QUOTATIONS.

HONGKONG, 27th FEBRUARY, 1916.

SHARES.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON DIV.
BANKS.—					
Hongkong & Shanghai Banking Corporation	120,000	\$125	all	(\$79) 1/2	8 p.a.
China Bank Corporation, Limited	50,000	\$12	all	\$10.35	8 1/2 p.a.
China Bank Corporation, Limited	50,000	\$1	all	\$1.70, sellers	7 p.a.
China Bank Corporation, Limited	200,000	\$10	all	\$9.30, x. div.	
Shanghai & Pootung Co., Ltd.	40,000	Ts. 50	all	Ts. 91, buyers	6 1/2 p.a.
Kiang Yik Cotton S. & W. Co., Ltd.	100,000	Ts. 10	all	Ts. 13, buyers	
International Cotton Manufacturing Co., Ltd.	10,000	Ts. 75	all	Ts. 72	
Lee & Kong Cotton S. & W. Co., Ltd.	8,000	Ts. 100	all	Ts. 71	
Boyscho Cotton S. & W. Co., Ltd.	20,000	Ts. 60	all	Ts. 41	
Ewo Cotton Spin'g. & Weaving Co., Ltd.	40,000	Ts. 50	all	Ts. 140, buyers	3 1/2 p.a.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$19, buyers	4 p.a.
DOCK AND WHARVES.—					
H'kong & Kowloon Wharf & S. Co., Ltd.	60,000	\$50	all	\$75, buyers	3 1/2 p.a.
H'kong, and Whampoa Dock Co., Ltd.	50,000	\$5	all	\$102 (old), buy.	
				\$97 1/2 (new), buy.	
SHI, DOCK AND ENGINEERING CO., LTD.	55,700	Ts. 100	all	Ts. 61	
New Engineering & S. B. Works Co., Ltd.	150,000	Ts. 5	all	Ts. 101	
S'hai and Hongkong Wharf Co., Ltd.	50,000	Ts. 100	all	Ts. 83	
Green Island Cement Co., Limited	400,000	\$10	all	\$10.30, buyers	6 1/2 p.a.
Hongkong Electric Co., Limited	20,000	\$10	all	\$43, buyers	4 1/2 p.a.
Hongkong Ice Company, Limited	6,500	\$25	all	\$12 1/2, sales	6 p.a.
Hongkong Hope Manufacturing Co., Ltd.	60,000	\$10	all	\$130, sellers	4 1/2 p.a.
Hongkong Tramway Co., Ltd.	325,000	\$10	all	\$5, sal. & sol.	5 1/2 p.a.
INSURANCES.—					
Canton Insurance Office Co., Limited	100,000	\$25	all	\$40	5 1/2 p.a.
China Fire Insurance Co., Limited	20,000	\$10	all	\$163	
Hongkong Fire Insurance Co., Ltd.	10,000	\$10	all	\$180	
North-China Insurance Co., Limited	14,000	\$25	all	\$930, sales	6 1/2 p.a.
Union Insurance Society, Limited	14,000	\$10	all	\$240, g. Ex 73	
Yong Yee Insurance Association Co., Ltd.	14,000	\$10	all		
LAND AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$10	all	\$103, buyers	6 1/2 p.a.
Hongkong Central Estate, Ltd.	10,000	\$10	all	\$95, buyers	7 1/2 p.a.
Hongkong Land Reclamation Co., Ltd.	20,000	\$10	all	\$230	
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$62, buyers	6 p.a.
Kowloon Land and Building Co., Ltd.	6,000	\$5	all	\$71	
Shanghai Land Investment Co., Ltd.	75,000	Ts. 50	all	Ts. 105	
West Point Building Co., Limited	12,000	\$50	all	\$87	
Manchukuo Co., Ltd.	250,000	Gds. 10	all	Ts. 38, buyers	
Mining.—					
Ural Caspian Oil Corp., Ltd.	1,000,000	\$1	all	\$4, sellers	
Chinghai Mining and M. Co., Ltd.	4,000,000	\$1	all	\$20	
Bank Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2.30, sellers	7 p.a.
Trouth Mines, Limited	100,000	\$1	all	\$76	
Peak Tramways Co., Limited	25,000	\$10	all	\$10, buyers	
	50,000	\$10	all	\$0.85, buyers	
ENGINEERING.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$14 1/2, buyers	
London Sugar Refining Co., Limited	7,000	\$100	all	\$40, buyers	
STEAMSHIP COMPANIES.—					
Douglas Steamship Co., Limited	20,000	\$50	all	\$133, buyers	5 p.a.
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$131, sellers	4 1/2 p.a.
INDO-CHINA STEAM NAVIGATION CO., LTD.	60,000 paid. 60,000 del.	\$5	all	comb. \$186, pref. 50, seller.	7 1/2 p.a.
Shell Transport & Trading Co., Ltd.	4,047,610	\$1	all	\$76, buyers	4 1/2 p.a.
Star Ferry Company, Limited	40,000	\$10	all	\$39	
South China Morning Post, Limited	6,000	\$25	all	\$23	
Steam Laundry Company, Limited	30,000	\$5	all	\$54	
STONES AND DIMENSION.—					
Powell, Wm., Limited	21,000	\$7	all	\$5, buyers	7 p.a.
Watson & Co. A. B. Limited	30,000	\$10	all	\$5.55, buyers	5 p.a.
Union Waterfront Co., Limited	81,000	\$10	all	\$151	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Ts. 767,200.	Ts. 350	7 1/2 p. annum	Par.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February, 29th.

	Previous Day	On Date	On Date
	at 3 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.87	30.11	30.17
Temperature	61	62	53
Humidity	66	64	58
Wind Direction	W. at	North	NNE
Force	2	2	2
Weather	cal	0	0
Rain	0.08	—	—

Rise and set of Temperature on 28th - 51
Lowest open air Temperature on 28th - 55
Lowest open air Temperature on 29th - 55

THREE CASTLES CIGARETTES - MAGNUMS



The Perfect Qualities of
THREE CASTLES "MAGNUMS"
are at once recognised and greatly appreciated the world over.
THE OLD FAVOURITE.

117

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$16,000,000
Reserve Funds—
Sinking ... \$1,500,000, at 3%—\$45,000,000
Dividend ... \$18,000,000
Reserve Liability of Proprietors \$15,000,000

COUNCIL OF DIRECTORS.

W. L. PATTERSON, Esq.,—Chairman.
S. H. DODWELL, Esq.,—Deputy Chairman.
G. T. M. Edkins, Esq., Hon. Mr. D. Landale.
O. S. Gubbay, Esq., J. A. Plummer, Esq.
Hon. Mr. P. H. Holtz, Esq., Hon. Mr. E. Shellim.

CHIEF MANAGER:

Hongkong—N. J. STABBE, Esq.
Shanghai—A. G. STEPHEN, Esq.

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG BRANCH: On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS: For 3 months, 3 1/2 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
J. J. STABBE, Chief Manager.
Hongkong, 21st February, 1916. [9]

THE BANK OF CHINA GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 10th APRIL, 1912.)

Authorized Capital ... \$20,000,000
Paid-up Capital ... \$10,000,000

HEAD OFFICE—PEKING.

BRANCHES AND SUB-BRANCHES.

SHANGHAI: Nanking, Chinkiang, Yangchow, Wusich, Wuhu, Anching, Tientsin, Tsingtau, Soochow, Hankow, Shanghai, Tsingtau, Nanchang, Tientsin, Peking, Tientsin, Hankow, Yangchow, Chinkiang, Changhai, Lanchow, Sinyang, Locho, Kaiyung, Changteh, Sinyang, Locho, Chowken, Tientsin, Chongteh, Tientsin, Linchi, Lintung, Tientsin, Yihai, Haining, Chafoo, Tientsin, TAIYUAN: Yuncheng, Foonchow, CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tientsin, Tientsin, Chinkiang, Antung, CAMBODIA: KUMYANG, PHNOM: Kueihua, Suiyuan, etc., etc.

CANTON BRANCH.

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange.
Hongkong, 13th October, 1914. [17]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,200,000
Reserve Fund ... \$1,200,000
Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.
Hongkong, 8th June, 1914. [132]

THE HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balance at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
S. J. STABBE, Chief Manager.
Hongkong, 9th September, 1915. [79]

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 20,000,000
Capital Paid-up ... " 12,500,000
Reserve Funds ... " 4,150,000

President: TETSUO SAKURAI, Esq.
Vice-President: KOJIRO NAKAGAWA, Esq.

DIRECTORS.

YOSHIO SADA, Esq.
KYOKU YAMAMOTO, Esq.
SHINGO MINAMI, Esq.

HEAD OFFICE

TAIPEI, FORMOSA (TAIWAN).
BRANCHES AND AGENCIES.

Alcock, Kailan, Makung, Tientsin, Amoy, Kailan, Osaka, Tientsin, Canton, Kailan, Shanghai, Tientsin, Foonchow, Kailan, Singapore, Tientsin, Hsin, Kailan, Shanghai, Tientsin, Hongkong, London, Swatow, Tientsin.

LONDON BANKERS:

Correspondents at: Chongchun, Changhai, Dairen, Fusan, Hailu, Jolo, Macassar, Makden, Moji, Nagasaki, Nagoya, Soerabaya, Soen, Shimane, Soerabaya, Tientsin, Yokohama, Zamboanga, Haiphong, Hanoi, Saigon, Bangkok.

HONGKONG OFFICE:

2, DES VOUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business. Interest allowed on Current Accounts and Fixed Deposits.

I. KIKUCHI, Manager.
Hongkong, 10th February, 1916. [91]

THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorized Capital ... \$1,500,000
Subscribed ... " 1,125,000
Paid-up ... " 682,500
Reserve Fund ... " 800,000

BANKERS:

THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES: Bombay, Calcutta, Hongkong, Kailan, London, Madras, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.